





## Intimations.

DAKIN BROS. OF CHINA,  
LIMITED,  
DISPENSING CHEMISTS, &c.

Sole Agents for Hongkong and China,  
FOR  
"LEMOINE" NATURAL CHAMPAGNE,  
(Without Liqueur)  
AWARDED PRIZE MEDAL, PARIS, 1889.

THE Special Features of this Pure Cham-  
pagne are—  
1st.—Its entire freedom from the usual suga-  
candy, etc., consequently it is fresher, cleaner,  
and more wholesome than the *Liqueured*  
champagnes.

2nd.—Its Delicacy, due to the first pressing  
only of the grapes used; the later pressings  
make the wine dark and coarse, and necessitate  
the use of liqueur.

3rd.—Its Natural Dryness, which is not  
aggressive, making it more appealing than  
satisfying.

4th.—No liqueur being added, the process of  
re-corking is very rapidly effected, so avoiding  
the large loss of carbonic acid gas—the most  
valuable property of Champagne.

Champagne should always be drunk cold; but  
to half freeze a light, delicate wine by putting it  
into an ice-pail for the best part of an hour, is to  
destroy all its fine vinous properties.

In former years, when heavily Liqueured  
Champagnes were alone obtainable, a good  
freezing was necessary to hide the nauseous  
sweetness of a ten per cent. dose of sugar-candy  
and alcohol; but consumers now demand a wine  
free from unnatural sweetness or alcohol—a  
sparkling vintage which can be taken freely at  
lunch or dinner, and which will improve,  
rather than destroy, the appetite.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL,  
Hongkong, 10th February, 1891. [37]



BY APPOINTMENT.

## WINES AND SPIRITS.

## A. S. WATSON &amp; CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED  
WATERS.

Our New Factory has been recently refitted  
with automatic Steam Machinery of the  
latest and most approved kind, and  
we are well able to compete in  
quality with the best  
English Makers.

The purest ingredients only are used, and the  
utmost care and cleanliness are exercised  
in the manufacture throughout.

LARGE BOMBAY  
"SODAS"

We continue to supply large bottles as  
heretofore, *free of Extra Charge*, to those of  
our Customers who prefer to have them to the  
ordinary size.

COAST PORT ORDERS,  
whenever practicable, are despatched by first  
steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and  
placed on board ships at Hongkong prices, and  
the full amount allowed for Packages and Expenses  
when received in good order.

Counterfeit Order Books supplied on applica-  
tion.

Our Registered Telegraphic Address is,  
"DISPENSARY, HONGKONG,"  
And all signed messages addressed thus  
will receive prompt attention.

The following is a List of Waters always  
kept ready in Stock:—

PURE AERATED WATERS  
SODA WATER  
LEMONADE

POTASH WATER  
SELTZER WATER

LITHIA WATER  
SARSAPARILLA WATER  
TONIC WATER

GINGER ALE  
GINGERADE

No Credit given for bottles that look dirty,  
or greasy, or that appear to have been used  
for any other purpose than that of Containing  
Aerated Water, as such bottles are never used  
again by us.

A. S. WATSON & CO., LIMITED,  
Hongkong, China, and Manila. [5]

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.

## BIRTH.

At Boone Road, Shanghai, on the 9th Feb.,  
1891, the wife of Rev. F. L. HAWKS POT, of a  
son.

## MARRIAGE.

At St. Xavier's Church, Zi-ka-wei, (Shanghai),  
on the 7th February, 1891, by the Rev. Father  
Terrien, CONRADO ANTONIO, son of P. J.  
Tavares, to JOSEPHINE MARIE LOW.

## DEATH.

At Shanghai, on the 12th instant, of apoplexy,  
JOSE NORONHA, aged 36 years.

The Hongkong Telegraph.

HONGKONG, TUESDAY, FEBRUARY 17, 1891.

## TELEGRAMS.

## DISASTROUS FIRE IN CHUSAN.

On February 12th the *N. C. Daily News*  
received from Pire Ibrahimy, of the Mission  
Catholique de Tcheking, Ningpo, the following  
telegram:—

NINGPO, February 12th.

"A disastrous fire on Tuesday night destroyed  
one-third of Tiegah city, the chief town of  
Chusan. About two thousand families are  
homeless. Succor earnestly solicited."

## LOCAL AND GENERAL.

MADAME PATEY sang to crowded houses in  
Shanghai. True art will draw, even in the Far  
East.

It appears that an officer in the Chinese Customs  
at Shanghai was lucky enough to win the second  
prize in the Manila lottery this morning.

THE Superintendent of the P. & O. S. N. Co.  
informs us that the Company's steamer *Nizam*  
left Singapore for this port at 5 p.m. yesterday.

THE Chinese Sessions opens to-morrow morning,  
the only case being that against the two men  
who are indicted in connection with the  
*Namoa* piracy.

We are informed by the agents (Messrs. Jardine,  
Matheson & Co.) that the "Glen" liner  
*Glenloch*, from Glasgow and London, left Singa-  
pore for Hongkong this morning.

ANOTHER "Johnnie" said to be a cook of  
about thirty years of age, took a dose of opium  
last night at his house in Wanchai and died  
to-day in the Government Civil Hospital.

"AN OLD SPORTSMAN'S" final training notes  
and "Sporting Gossip" have been crowded out  
of this issue, owing to extreme pressure on our  
news columns. They will appear to-morrow.

A REGULAR meeting of Victoria Lodge, No. 1026,  
will be held in Freemasons' Hall, Zealand Street,  
on Monday, the 23rd instant, at 8.30 for 9 p.m.  
precisely. Visiting brethren are cordially invited.

THE Japanese torpedo-vessel *Chikuma Kan*  
and cruiser *Chiyoda*, recently built in England,  
sailed from the Thames for the Land of the  
Rising Sun, via the Suez Canal, on the 26th  
ultimo.

SHOULD Mr. Hannen accept the post of Chief  
Justice and Consul-General in Shanghai—and  
that he will do so is almost a certainty—he  
will be succeeded as judge of the British Court  
at Yokohama by Mr. R. A. Mowat.

"Two dozen 'blows' and six months' hard"  
was the magisterial antidote prescribed by Mr.  
Wise for a rakish-looking ex-convict who had  
graced the proceedings in the Police Court this  
morning. Will the Governor kindly note it!

THE annual meeting of members of the Shang-  
hai Race Club was held on the 12th inst. at the  
Shanghai Club, under the presidency of Mr. A.  
McLeod. The accounts were passed, and the  
Stewards and Balloting Committee elected.

THE Agents (Messrs. David Sassoon, Sons &  
Co.) inform us that according to a telegram  
received from Manila to-day, the Austro-  
Hungarian Lloyd's steamer *Pandora* called at  
that port to replenish her bunkers, and is expected  
to sail for this port to-morrow.

THE *N. C. Daily News* of the 12th inst. says:  
"No information has been received at Shang-  
hai with regard to the establishment of a Russian  
Consulate-General at this port. Mr. Reising,  
the Russian Consul, is expected to return next  
month, and Count Cassini, the new Russian  
Minister to Peking, will also arrive shortly."

SEVERAL well-known "sports" arrived this  
morning from Shanghai by the P. & O. Co's  
steamer *Pishawur*. Amongst others we are  
glad to welcome that evergreen sporting  
enthusiast, Mr. "Billy" Shewan, who, we trust,  
will have a rare good time, and find another  
"Tooth" in the winner of the Derby at the first  
attempt. Good old Billy.

ON the afternoon of the 12th inst., as the steam-  
ship *Cass* was going alongside the China  
Merchants' Co.'s wharf at Shanghai, she ran  
right into the head of the Old Dock, cutting  
through the four-inch plank at the head of  
the dock and running several feet into the soil  
at the back. The steamer was slightly damaged;  
Old Dock is all right and returns thanks for  
kind inquiries. The little bill against the China  
Merchants will be an after consideration.

THE letter from the Committee of the Engineers  
and Shipbuilders' Institution of Hongkong  
received last night, was in a very interesting  
and we really cannot see that the fact that it is  
to be circulated amongst members for further  
discussion, is any sensible reason why it should  
be withheld from publication. We publish Mr.  
Boyd's views *in extenso*, in another part of this  
issue. If the Institution of Engineers and  
Shipbuilders objects to its proceedings being  
published, we shall simply ignore any further  
invitations they may send us to be represented  
at their special functions.

THE "guy" on the Rialto this morning was  
generally that Mr. Henry Sylva, the well known  
Shanghai sportsman, had come specially down  
from the North to see Home Guard win the  
difficult business; but, alack, that Home Guard  
is the gamest of his class, and will have the  
manifold advantages of Mr. "Peter" Pond's  
experienced manipulation over that puzzling  
mule and a half, we would advise our friend  
Sylva to "go slow." When Home Guard  
vanquished Zephyr in Shanghai, it was not a  
question of relative merit between the ponies—  
Charlie Macdonald simply outrode and beat Dallas;  
Zephyr is the better pony of the two over any  
distance, and if well ridden at this ensuing  
Hongkong Meeting, he will win every race he  
starts for.

THE result of the notorious *Paisy* case will be  
found elsewhere in this issue. It is hardly  
necessary to say that the jury unanimously  
decided in favor of the plaintiff without the least  
hesitation. More disgraceful disclosures have  
rarely been made at any public trial in this colony.  
The community, of course, will have to pay  
the piper—unless Governor des Voeux takes the  
necessary action to compel the Secretary of the  
Steamboat Co. and the local Agent of the China  
Navigation Company either to vindicate them-  
selves from the grave charge made against them  
in the finding of the jury, or to pay the cost  
of these expensive proceedings. Mr. Jno. J.  
Francis, Q.C., appeared in Court to watch the  
case on behalf of the Steamboat Company; we  
believe we are correct in stating that he like-  
wise holds a special retainer from Messrs.  
Butterfield and Swire. Those who run may  
read, etc. Will Mr. Francis, who claims to be  
a public man, obligingly define, *pro bono*  
*publico*, what legally constitutes conspiracy in  
a case where personal interests are prejudiced  
by complaints that to use the language of the  
special jury, were unjustifiable and without any  
foundation whatever? We shall deal editorially  
with this scandalous attempt to "boycott" the  
*Paisy* in the course of a few days; meanwhile  
we trust that the Governor will do his very best  
on the jury's finding, without waiting for  
outside influences.

THE U.S.S. *Menecy* was at Chinkiang on  
the 8th inst.

Messrs. Adamson, Bell & Co., agents for the  
Canadian-Pacific Line inform us that the steamer  
*Albatross* arrived at Yokohama to-day and will  
leave for this port, via Kobe, Nagasaki and  
Shanghai, to-morrow.

THE French armored cruiser *Duquesne de Lamo*,  
which is to replace the *Triomphante* as flagship  
on the Asiatic Station, is said to be capable of  
steaming 20 knots per hour, which is three knots  
better than the *Impervious* can do, and at least  
two more than the Russian flagship, *Admiral*  
*Korvetz*, has yet been known to run under "full  
blast." Let the British Board of  
Admiralty take note. Let not the "mistress of  
the seas" be taken in vain or be  
brought into ridicule.

Mr. A. G. Wise dropped heavily on a little boy,  
thirteen years of age, who was brought before  
him in the local Model Palace of British Justice  
by an Indian watchman who swore he caught  
him bolting away from a shop in Jervois Street  
with a basket containing one hundred copper  
cash. Four days' imprisonment with hard  
labour and twelve strokes with the rattan, was  
the savage fiat that went forth from the wigged  
occupant of the Bench. This is not manu-  
facturing criminals!

OUR Shanghai morning contemporary informs  
us that Mr. David Levy, of Messrs. E. D.  
Sassoon & Co., brother of Mr. Edward  
Sassoon, lately of Shanghai, died on Monday  
night, February 9th, from an overdose of opium.  
He was found in an unconscious condition  
and although every effort was made during the  
day to restore him, it was of no avail. No  
inquest was held, the deceased being under  
Austrian protection, and the funeral took place  
at the Jewish Cemetery on the afternoon of the  
10th instant.

THE Dock Company's half-yearly report will be  
found in another column. We could very easily  
justly and congenially accept the fact that the  
company may feel inclined later on to abandon our  
attitude of allowing the grateful shareholders of  
local public companies to fight their own battles,  
where we have no direct personal interest  
involved—criticize adversely various items in  
this statement; but the game isn't good enough.  
Still, there is one item in this Report to which  
we are bound to direct public attention, namely,  
the statement that a sum of \$10,000 has been  
set aside as a bonus for "contributing" share-  
holders. We trust the Directors will, of their  
own accord, expunge this most objectionable  
item from a report that is in all other respects  
most satisfactory.

THE Shanghai *Mercury's* Hankow correspon-  
dent writes under date the 7th instant:—"This  
morning about half-past ten a fire broke out at  
a tea-box manufactory, facing the British Con-  
cession, which for a time threatened to destroy a  
great deal of property. The building adjoins on  
one side the compound of the London Mission  
Hospital, which building formerly two hours, was  
in very great danger. The native fire engines  
mustered in considerable force, and, together  
with the Municipal Council's engine, played  
vigorously on the burning building and, happily,  
adjacent houses that were in danger. Happily  
the fire was at last brought under, but not till  
the whole of the large house in which it had  
originated had been gutted, and all the tea  
boxes and wood stored there had been either  
burnt entirely, or at least enough to make  
them valueless. A Canton carpenter's shop,  
on the side away from the hospital compound,  
was in part pulled down to prevent  
the fire from spreading, but neither the shop  
itself nor the timber in the yard was burnt. Had  
the hospital caught fire it is difficult to say  
where the fire would have stopped, as other  
buildings close at hand would almost certainly  
have spread from them to other tea-box manu-  
factories in the immediate neighbourhood and  
have caused a conflagration similar to the one  
that took place four years ago, when many  
acres were cleared by a fire on the back road of  
the Concession.

## SUPREME COURT.

IN ORIGINAL JURISDICTION.  
(Before Sir James Russell, Chief Justice,  
and a Special Jury.)

February 16th.

KWOK TOK Y. THE ATTORNEY-GENERAL.  
Mr. E. Robinson, instructed by Messrs. Cald-  
well and Wilkinson, was for the plaintiff, the  
Attorney-General (Mr. W. M. Goodman) appeared  
in person, representing the Hongkong Govern-  
ment. Mr. J. J. Francis, Q.C., instructed by  
Messrs. Wotton and Descom, watched the case  
on behalf of the Hongkong, Canton, and Macao  
Steamboat Company.

Respectful jurors were:—Messrs. S. W. Coxon,  
H. W. Dick, R. K. Leigh, G. Sharp, A. Shelton  
Hooper, E. W. Mitchell, and G. Stewart.

The jury to look at the position of the Govern-  
ment in this case. He received the letters from  
Messrs. Butterfield and Swire and the Steamboat  
Company, with the reports by Captains Burnie  
and Anderson, and upon these he had acted. The  
first letter was sent on 22nd November, calling  
the attention of the Governor to the danger in-  
curred by passengers on the *Paisy*, and pointing  
out that it was a most perilous thing to allow her  
to travel between Hongkong and Canton and  
Macao. That letter, as I have said, it had not been  
accompanied by any report, it had been taken  
placed in a very peculiar position, because at the  
same time an application was made by the owner  
of the *Paisy* for a passenger certificate. Mr.  
Wagner reported satisfactorily on the vessel,  
and then these two surveys, gentlemen of  
experience, reported adversely, in the ordinary  
exercise of their duty to their employers. When  
the Governor had these contradictory reports  
before him he referred the matter to the Attorney-  
General and ultimately the certificate was  
granted. That brought them to the first part of  
the claim was all wrong, but even if it is  
amended the claim would not stand. The  
Governor was not required to give a certificate  
all he was satisfied that everything was in order,  
and he was satisfied that the 4th December.  
With regard to the second part of the claim,  
with regard to the detention of the vessel for  
fourteen days for survey, the jury must  
not assume because the ship, after being  
so detained and examined, was found to be  
seaworthy, that, *ergo*, some one must pay for  
such detention. The Ordinance only required  
the Governor to pay compensation when there  
was no reasonable or probable cause for such  
detention. The question in this case was—Was  
there any reasonable or probable cause for such  
detention? He would ask them to consider this  
question very thoroughly, because otherwise it  
would make it very difficult to detain any ship  
for the purpose of survey. The Governor had  
no wish to detain the ship; he only did so at the  
request of two firms of high standing, backed up

by the reports of two competent surveyors. He  
would ask the jury if they had been placed in the  
same position, if they had received the letters  
and the reports, would they not have considered  
it their duty to have acted as the Governor had  
done? Suppose that ship had been allowed to  
proceed to sea and had struck a rock and two or  
three hundred passengers had been lost, would  
have been said of the Governor in allow-  
ing the ship to proceed on her journey after  
receiving those letters and reports? He would  
ask them, therefore, to pause and consider before  
coming to a decision on the second part of the  
claim, whether they think that Captain Burnie  
and Anderson would give these reports unless  
they really believed the ship was in the condition  
they stated? Having regard to the evidence  
that had been called as to the condition of the  
ship, having regard to the representations made  
to the Governor, and having regard to the  
reports of Captains Burnie and Anderson, he  
would ask them whether there was not reason-  
able or probable cause for detaining the ship.  
If they thought there was not they need not  
trouble themselves with fixing the amount of  
damages, as it had already been arranged to  
leave that question to the Registrar.

His lordship: It is now a quarter-past five.  
I know if Mr. Robinson once gets steam up, it is  
very difficult to stop him, and we will therefore  
adjourn till to-morrow morning.

The Foreman: We do not wish to hear Mr.  
Robinson. We simply wish to have the law on  
the subject pointed out to us by your lordship.

His lordship: Do you want your right to  
address the jury, Mr. Robinson?

Mr. Robinson: Yes, on the whole case. It  
will only be necessary for me to address them  
as to the number of days claimed. My friend  
and I do not agree on that point.

His lordship: Do you wish still to go upon  
that point in the amendment of the petition?

Mr. Robinson: Very well. I will allow the  
amendment of the petition by striking out  
"special passenger license" and altering "Sec-  
tion 10" to "Section 10." I think you are entitled  
to that. Now what about the number of days? I  
see you claim up to the 18th February for deten-  
tion and you admit that the ship was released  
on the 16th February.

Mr. Robinson: The ship was not able to start  
running till the 18th February. She had come  
round from the dock and be got ready. That  
is part of the loss.

His lordship: Well, I suppose that can be  
settled.

Mr. Robinson: I will now address the jury on  
the other point.

His lordship: What other point?

Mr. Robinson: With regard to Section 5.  
His lordship: But I have already given you  
that. I have allowed the amendment.

Mr. Robinson: I think, in the interests of my  
client, I ought to address the jury on that point.

His lordship: Then we adjourn till to-morrow  
morning.

Mr. Robinson: I shall not be ten minutes.  
His lordship: You cannot have it both ways.  
I know well if you begin we shall be here  
till seven o'clock.

The Court then adjourned.

February 17th.

The case was resumed this morning.  
Mr. Robinson said the jury might think that  
it was impertinent for him to address them after  
the expression of opinion they gave yesterday, but  
they must understand that he did so because it was  
his duty to his client to address them on one  
point. The first part of the claim, that of with-  
holding the certificate for seven days, had been  
admitted, and with regard to the second part,  
that of provisionally detaining the vessel for  
fourteen days, from the 9th to the 18th February,  
he maintained it was unjustifiable, and although  
the ship was released on the 16th, yet they were  
entitled for all the inabilities yet being unable  
to make the voyage till the 18th. He then  
addressed the jury on the question of the  
law and also drew their attention to the  
fact that if they found for his client the  
damages were to be assessed by the Registrar.  
Mr. Aikroyd, a gentleman who had appeared  
as counsel in the early part of the case against  
him.

His lordship then summed up the evidence at  
length, and read several points of law  
bearing upon the case at issue. He finally  
said the questions for the jury to consider were:  
—First, was there any wrongful delay in the  
granting of the license, having regard to the  
necessity of the Governor being satisfied, and  
how many days? Second, was the ship safe  
or unsafe, when she was provisionally detained,  
having regard to the service for which she was  
intended? Third, if safe was there any probable  
and reasonable cause for the detention? And  
fourth, how many days, in case they found for  
the claimant, was she detained under the pro-  
visional order, for the purpose of assessing  
damages?—Fourteen days.

The jury added that they thought "the Board  
of Survey was properly constituted and that  
their report was correct, and that the letters  
of complaint sent to the Governor by Messrs.  
Butterfield & Swire and the Steamboat Com-  
pany were unjustifiable and were without any  
foundation whatever."

Mr. Robinson applied for full costs, including  
special jury, which were granted.

THE HONGKONG MARINA,  
LIMITED.

An extraordinary general meeting of share-  
holders in the Hongkong Marina Company,  
Limited, convened for the purpose of confirming  
certain special resolutions passed at a meeting  
held on the 29th January, was held at the Hong-  
kong Hotel yesterday afternoon. Mr. St. John  
H. Hancock presided, and amongst those present  
were:—Messrs. A. E. Skeels, H. Harms, R.  
Fraser-Smith, A. B. Roddy, D. M. de Gracie, C.  
D. Wilkinson (Solicitor to the Company), J. M.  
Dyer, A. M. de Silva, C. A. O'Neil, C. Xavier,  
J. A. Rahman, five Chinese shareholders and D.  
S. Ross, Acting Secretary, *vice* J. A. Barretto,  
absent.

The Chairman said:—It will be in the recollec-  
tion of those present that a meeting was called  
and held on the 29th January at which a resolu-  
tion was passed authorizing the Directors to issue  
debentures and accept an offer for the charter of  
the Company's vessel, but as some of the  
circumstances may have escaped your memory  
it may be convenient for me briefly to recapitu-  
late the facts. At the extraordinary general  
meeting held on the 29th January the Directors  
were authorized to issue debentures to meet the  
Company's liabilities and to accept a certain  
proposal made to charter the Company's *Fleet-  
ing Hotel*. The Company was started with a

capital of \$75,000, of which \$65,000 was  
subscribed by 450 shareholders; 3,000 shares  
have been forfeited, on which there is still due  
\$8,500. There are still on the books 600 shares  
not fully paid up on which is \$1,000. These  
shares have not been forfeited, and the amount  
due is assured, and I believe will be paid.  
Judgments have been obtained against  
defaulting creditors for a large portion of the  
\$8,500, but for various reasons these cannot be  
enforced. The number of registered shareholders  
at present is 212, holding 10,080 shares and  
representing a capital of \$49,200. The liabilities  
of the Company at present are: Amount  
collected on 10,000 shares, \$49,200; sundry  
outstanding creditors, about \$3,000; total,  
\$52,200; which I may point out is \$1,000 less  
than the subscribed capital, and had all calls  
been paid the Company would now be in com-  
paratively easy circumstances. The estimated  
cost of the Hotel and furniture as per prospectus  
was \$50,000; while the actual cost of the Hotel  
and furniture (material and labour only) has  
been about \$46,000; or \$3,500 less than the  
estimate. The last meeting authorized the  
Directors to accept the offer of the furniture,  
without the launch, and part of the furniture,  
for Canton for a term of two years, terminable by  
either party at the end of first three months, at  
a rental of \$150 per month. Three months' rent  
were to be paid each quarter in advance, and a sum  
of money deposited equal to the value of moveable  
furniture left on the vessel; the charterers to pay  
all expenses but insurance. This offer, although  
made at the time in good faith, cannot be said  
in accepting it, but there is a reason to believe,  
if the Company's liabilities are great, that this offer  
will be repeated, and possibly on more favourable  
terms, and I am besides at present negotiating for  
a charter in Hongkong on terms that I think will  
prove favorable. We estimate to realize by the  
sale of the launch, surplus furniture and stores,  
and a portion of unpaid calls, \$9,500; by balance  
of cash required to pay creditors and cost of issuing  
the Debentures, \$6,000; total \$15,500. There-  
fore what is immediately required is a sum of  
\$36,500, and as there are 212 fully paid up share-  
holders, one share each of \$100 will provide all the  
funds necessary to make up the \$36,500, for which  
the security offered is the vessel as she stands  
with remaining furniture and fittings, which have  
cost \$46,000 for materials and labour only, and  
which in any event, for breaking up say, is worth  
two or three times the proposed debenture  
capital. Assuming this additional capital is raised  
and the charter effected, there would remain (after  
paying 8 per cent. on debenture capital) for  
distribution among the ordinary shareholders,  
sufficient to pay one cent. per annum after  
providing for office expenses and other charges.  
The Directors are authorized by the shareholders  
confirmation to-day, to raise the additional capital  
necessary, by issuing not more than 400 debenture  
shares of \$50 each, redeemable by quarterly  
drawings at \$35 (10 per cent. bonus) with interest  
at not less than 8 per cent., ten shares or more  
to be drawn every quarter, to secure re-pay-  
ment of which the rent for chartering will be  
paid to the Company's bankers, or to  
trustees, in balance, after payment of interest on  
shares not drawn, and repayment of shares  
drawn, to be allotted among the ordinary  
shareholders. The proposed number of debenture  
shares has been fixed at 400 in case any  
unforeseen delay should occur in the sale of the  
launch &c. If these shares are issued, the  
whole of the proceeds of the sale of the Company's  
property will be used in redeeming the debentures.  
It is proposed to allot these debentures in the  
first instance to the ordinary registered share-  
holders and to allot such shares as may  
not be taken up by them to the general public  
who may apply for them. The Directors collect-  
ively hold one-sixth of the Company's scrip  
fully paid and undertake, if necessary, to take up  
one-sixth of the debenture capital, leaving  
roughly \$5,000 to be subscribed by the general  
body of shareholders—212 in number. We  
sincerely anticipate that should this scheme be  
carried out, some of the defaulting shareholders  
will voluntarily pay their calls, with interest, in  
which case the Directors propose, if payment is  
made within one month, to re-issue to these  
shareholders a scrip for the original shares  
already forfeited, and to deposit such capital  
with the bank, to be appropriated such capital  
towards paying off the debentures. It remains  
for me to point out that if the resolution passed  
at the last meeting on the basis of the foregoing  
proposals is not confirmed to-day by the share-  
holders, the only alternative would be to pass a  
resolution to voluntarily wind up the Company;  
which event there is reason to fear that,  
after payment of debts and costs, nothing  
will remain for distribution among the share-  
holders. With reference to the original objects  
of the Company, I regret to say that owing to  
the lateness of the season when the Company  
started business, the advent of bad times, and  
the difficulties inseparably connected with in-  
experienced management, as well as the very  
serious drawbacks of being unable to obtain  
suitable moorings, the earnings of the Hotel  
business from the 17th July to 31st October, 1890,  
only balanced the expenses, though on the  
first two months' business a considerable profit  
was made. The expenses, already incurred,  
however, leads your Directors to believe  
that the results of another season would be  
very different, and if the scheme for raising  
further capital should be effected, another  
attempt might be made to retain the Hotel in  
Hongkong, should the present negotiations for  
chartering prove successful. To briefly summarise  
this statement the Company is indebted to the  
extent of \$15,500. To meet this it is proposed  
to collect by sale of certain property and collec-  
tion of calls, \$9,500; by issuing debentures  
\$6,000—total, \$15,500. The debentures to be  
issued at \$50, each redeemable at \$35; and on  
such other conditions as the Directors may  
decide upon, not more than 400 to be issued, and  
trustees for the debenture holders to be  
appointed. The security for these debentures  
to be the whole of the Company's property, after  
selling the launch and surplus furniture and  
stores. This is a fairly accurate statement at the  
present moment. The discussion must be limited  
to two things—the confirmation of the resolution  
passed at the last meeting; and should that not  
be passed, the passing of a resolution that the  
Company be wound up.

Mr. Fraser-Smith:—Has there been any general  
meeting of shareholders under table A of the  
Companies' Ordinance?

The Chairman:—Every half-year.

Mr. Fraser-Smith:—And accounts properly  
audited have been presented and accepted?

The Chairman:—Certainly.



Mr. Fraser-Smith—Since this has become a legal question I would recommend every one of you to vote for the adjournment and we will hold those responsible for our money who may be found legally responsible. This Company is not insolvent. We want to know what has been done with the money taken during the last year. The money was taken in fact that it was actually in contemplation of paying an interim dividend. Let us adjourn *sine die*, gentlemen. It is very unfair to ask us to come here and commit ourselves to a grave policy, as the Chairman wants us to do, without a proper, authentic knowledge of how we really stand financially.

The Chairman—It is useless our continuing talking. Apparently the other gentlemen present do not express their views. I ask some one to second the amendment.

Mr. Fraser-Smith—You can't propose an amendment. You must put my amendment first. You are quite out of order (loud laughter).

The Chairman—I propose the following resolution as an amendment: "That the charter be confirmed."

Mr. Fraser-Smith—I hope no shareholder will be stupid enough to second that (laughter).

The Chairman—I warn you, as the responsible officer of our company, and as long as I have myself, that if this resolution is not confirmed to-day, to-morrow a petition will be presented, and in all probability granted, to wind up the Company. Such being the circumstances I hope the amendment will be passed. If it is not passed it is not the fault of the Directors.

Mr. Fraser-Smith—Your proposal has not even been seconded (renewed laughter).

A farcical attempt was made by the Chairman to induce Mr. Cheung Kai, one of the Directors, to second the resolution, and a long conversation in Chinese took place between him and the other Chinese shareholders. Mr. Fraser-Smith and others keeping up a running commentary. At last Mr. Cheung Kai was understood to second the motion, but Mr. Fraser-Smith insisted on his standing up and saying he did so, upon which Mr. Cheung Kai stood up and said—"I think charter 'more better'" (applause and laughter).

Mr. Fraser-Smith said that was not seconding the amendment at all. Finally Mr. Harms seconded, and the so-called amendment being put to the meeting was held up their hands in its favour, nine voting for the motion to adjourn.

While Mr. Cheung Kai was having a *flirt* with other Chinese shareholders, the following conversation passed between the Chairman and Mr. Fraser-Smith.

Mr. Fraser-Smith—We can't wait all night, Mr. Chairman.

The Chairman—Allow me to conduct this meeting, sir.

Mr. Fraser-Smith—If this coercion of Chinese Directors continues, we shall know where it all comes in.

The Chairman—The proposal has now been seconded by Mr. Cheung Kai.

Mr. Fraser-Smith—I decline to accept that form of seconding. He has not stood up. He has not formally seconded. He merely says "charter more better" (loud laughter and confusion).

The Chairman—The resolution is before the meeting respecting the issue of debentures.

Mr. Fraser-Smith—I beg your pardon. You're just corrected me, you insisted it was an amendment.

The Chairman—I should say the Amendment respecting the winding up of the Company. The question is, will you carry the amendment to wind up the Company?

Mr. Fraser-Smith—I protest against this nonsense. You are not in order. Please take note of my emphatic protest that you are not moving an amendment. It is the official resolution.

The Chairman (to the Secretary)—Please note that Mr. Secretary.

Mr. Harms was then understood to second the so-called amendment.

The Chairman—continuing the business of the meeting, said,—"I say, gentlemen, to signify your opinion by a show of hands."

Mr. Fraser-Smith—Will you kindly explain my proposition first—my amendment?

The Chairman—Mr. Fraser-Smith has proposed an adjournment *sine die*.

Mr. Fraser-Smith—Get you to forward the detailed accounts of the Company's affairs. (Hear, hear.)

The Chairman—Please vote on Mr. Fraser-Smith's official motion to adjourn *sine die*.

The result was that to vote in favour of the adjournment and 5 against it. The Chairman thereupon declared his amendment lost and Mr. Fraser-Smith's motion carried.

Mr. Fraser-Smith—Have you any alternative proposition to propose?

The Chairman—None whatever. The destruction of the Company lies at your door, Mr. Fraser-Smith.

Mr. Fraser-Smith—Rubbish! We shall soon see, all about that. Meanwhile I shall be pleased to assist the shareholders, financially and otherwise.

The Chairman—A petition will probably be presented in Court to-morrow.

Mr. Fraser-Smith—I will take care of that. If necessary I shall have counsel in Court to-morrow to look after our interests.

The Chairman—in the alternative there is another resolution to be proposed. The first resolution having been proposed, propose now that the Directors be authorized to wind up the Company voluntarily.

Mr. Fraser-Smith—The meeting has been adjourned *sine die* and nothing further is legal (hear, hear).

Admitted loud laughter and general confusion the meeting then adjourned *sine die*.

**THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.**

A well-attended meeting of the members of the above institution was held last evening at their rooms, Praya Central, when a paper on "Repairs to the Machinery and Boilers of Modern Steamships" was read by Mr. J. W. Boyd, M.I.M.E. The President, Mr. D. Gillies, occupied the chair, and said he was pleased to see so many members present. Mr. Boyd would read a paper which he felt sure would be interesting to all of them, and he had great pleasure in calling upon him to do so.

Mr. Boyd said—in venturing to bring before you a paper on this subject, I do so with very great diffidence, distrusting my own powers to deal adequately with it. I shall, however, be abundantly satisfied with my efforts if I succeed in stimulating engineers to look at what I regard as its practical points of interest, based on my own experience. Though the commercial aspect of this subject is much too important to be ignored, I purpose confining myself simply to the practical points which will be of more interest to you. It is perhaps desirable, at the outset, to give some classification, and in doing this, I will divide them into two classes of repairs, namely, wear and tear, and repairs rendered necessary by faulty construction or bad material. Under the head of wear and tear would come all the repairs necessary by friction of moving parts, as cylinders, pistons, slide-valves and faces, piston-rods, valve rods, glands, bearings, pumps, pump chambers, and also by the attrition of pump flutes, such as steam-pipes, water-pipes, cocks, etc. The repairs of injuries that are traceable to studies, form a large part

when neglected, and may lead to accidents involving the most serious consequences. Of course there are accidental repairs, which are occasioned by stress of weather, racing of engines (over which engineers have no control), occurring under ordinary working conditions, and from some defect that could not have been foreseen. Experience differs very much as to the importance in detail of wear and tear, because of the different types of machinery employed, and the varying nature of the service upon which steamers are engaged. To any one who has been brought much into contact with the repairs of steam machinery, it becomes abundantly evident that engines from different makers, doing exactly the same work, involve their owners in very much higher or lower expense for repairs, as the case may be. This being so, it is manifest that there must be some radical cause for the great difference in the comparative cost of maintenance between the engines of the various makers. It may be faulty design, inferior materials, or unskilled workmanship; but from my own experience, I am inclined to believe in the first-named cause.

A faulty design means short bearings, badly proportioned pumps and pipes, improper arrangement of working parts, unsound or defective forgings or castings, and lastly, in the selection of the most suitable material for each class of work the engine has to perform. Consideration of these causes naturally leads to the question—What are the best means of reducing this wear and tear? I should say a longer stroke, an increase of guide and bearing surfaces, having regard to the different pressures, more consideration given to the facilities for attending the machinery while in motion, and the anti-friction which will be required before the steamer arrives in port. I would say that the renewal of crank-shafts is one of the heaviest items in a steamship's repairs; therefore the greatest attention should be paid to the true line of shafting while the vessel is in port. To practical marine engineers there is no wonder that a crank-shaft should fail through being unduly bent or strained when bearings get out of line with each other, or when unequal wear takes place, and when the hull of the vessel alters its shape through the action of the sea or unequal distribution of cargo, often intensified by the flexibility and springy nature of the hulls themselves, which the tendency of the hull to build too light. Some shafts do, of course, break through bad forgings, and others from fatigue; the material of which the shaft is composed is subjected to such extreme hard work that it becomes crystallized to such an extent that its vitality is exhausted, when its failure may be expected at any moment.

A great improvement has been made by the introduction of built crank-shafts, but still we have instances of their giving way; also by the use of white metal in main bearings and pistons, which, as the shafts turn smoothly, and with less friction and tendency to heating. Steamers can be driven at full speed for any length of time without having any water on the bearings, and that could not be done with shafts working in gun-metal. The heating of a crank-pin, or main-bearing next the crank, has the effect of damaging the material of the shaft, generally at the fillets, or in the angles of the crank, and the outer surface of the fillets gets hot, cold water, at once very low temperature, is suddenly poured on, and the metal previously expanded is suddenly contracted, and on repetition of this treatment, flaws show of so serious a character that the shaft has either to be condemned, or if not seen to, often given out at sea. The gun-metal bushes are also broken from the same cause. Of course many shafts have been condemned through original faulty construction or inferior material. From experience I think that a built crank-shaft is infinitely superior to the shaft now in use, that is to say, it would allow fillets to slightly bend and break irregular bearings, without a tendency to break. If cannot be expected that the bearings should wear equally, as all the conditions are unfavorable to that end. The forward webs of each crank in this flexible shaft would be bushed with brass and lined with white metal, the crank pin to work loose on the same principle as the shafting fitted in paddle steamers; this would increase the cost of crank-shafts, but that would soon be made up by the facility in finding out at once what was the matter, and by the present expensive way of disconnecting shafting to find out if the shafting is a true line; it would also add to the lives of crank-shafts, compared with those at present in use. Propeller shafts are also a very expensive item to shipowners—not like crank-shafts from breaking so much, as from badly fitted propellers, and corrosion where the shaft is exposed between the liners in the stern tube. The greatest care should always be given to the proper fitting of the propeller on taper, as when water gets into the propeller-box, corrosion is set up at once from the action of salt water and brass liners, which often deteriorates the shaft, and reduces it in diameter to such an extent that it becomes unserviceable. A vessel breaks or damages her propeller at sea; she is hurried into dry dock, the spare propeller rarely fits properly, and sufficient time is frequently not given to have the work so carefully executed as this vital part demands. The common result being a loose propeller and a shaft that is promptly condemned. Again, all propeller-shafts should be lined with brass throughout, to protect them from the sea water inside the stern tube, as by the water force and corrosion, which goes on to such an extent that propeller-shafts have given way inside the stern tube, breaking the latter and damaging the hull to an extent that has even caused the foundering of the steamer.

It was then discussed supervision should always be exercised by engineers to see that a free circulation is supplied for lubricating the shaft, as the liners will wear much longer, and also the *ligament vita* in the stern bearings, by attention to this most important point. Another very simple method that has been adopted lately is to bevel the inner edges of the brass liners, where the centre of the shaft is exposed, which has the effect of stopping the water from passing along the key-way, and thereby corroding the taper on shaft, as well as the key. Many propeller-shafts have had their outer ends renewed from this cause. To bore a hole in the brass and fill up the recess with tallow is a very good preventive. Thrust bearings also cause a large amount of trouble and expense, and in my opinion no part of the propelling machinery has been so much neglected. The latest form, the "horse-shoe" pattern, is a step in the right direction, but some makers do not fit rings or blocks so that they can be adjusted or lined up to work well, and they are continuously giving trouble. With thrust-rings of this new pattern, with sufficient bearing surface, but tight-fitting in block, and not requiring adjusting screws, the rings could easily be reversed instead of lining up at once, causing no anxiety to the engineer in charge, as was

always the case in moving the thrust block to take up wear with the old style of bearing for fear of heating.

Among the principal repairs to boilers are the renewals of furnaces, combustion chambers, and tubes, and the re-riveting and caulking of seams and butts in the bottoms of the boilers. In the engine design may be held partly responsible for excessive wear and waste, as insufficient spaces for cleaning, unequal distribution of stays, and the placing of ribs and seams in inaccessible places where they cannot be attended to, and often when the workmen are unable, even when building, to make a substantial job. The greatest attention should also be given to probable unequal expansion by arranging, and as far as possible, remedies in the form of stay corners, the position of man-holes, manways, etc., should be carefully considered, the one to facilitate repairs, cleaning and inspections, and the other so that joints can easily be re-made, also the re-packing of cocks and glands. To bad workmanship may be attributed the renewal of rivets, paring, caulking, and patching, which continually go on in some boilers; this, however, is gradually being reduced owing to the greater care which is exercised in the selection of materials and in attention during construction, and the use of the engine design may be held partly responsible for excessive wear and waste, as insufficient spaces for cleaning, unequal distribution of stays, and the placing of ribs and seams in inaccessible places where they cannot be attended to, and often when the workmen are unable, even when building, to make a substantial job. 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To-day's  
Advertisements.

## TREASURY NOTICE.

A SUPPLY OF FIFTY-CENT PIECES having been received, issue can be made. Applications must be made. Orders will be granted on SATURDAY, or on the last day of the month.

It is requested that cheques or money may not be sent to the Treasury with applications for orders.

Orders not cashed within a week from date of issue are cancelled.

N. G. MITCHELL-INNES,  
Treasurer.Treasury,  
Hongkong, 17th February, 1891. [301]

## HONGKONG RACES.

G. FALCONER & Co. have received per English mail a handsome assortment of London-made SILVER RACE CUPS. Hongkong, 17th February, 1891. [302]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & TAIWANFOO. THE Company's Steamship

"FORMOSA," Captain Lewis, will be despatched for the above Ports on FRIDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 17th February 1891. [300]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG, AND ANTWERP.

THE Steamship

"DENBIGHSHIRE," Captain Gedge, will be despatched as above on SATURDAY, the 23rd February.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, 17th February, 1891. [1777]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KORE & YOKOHAMA. THE Steamship

"STRATHLEVEN" will be despatched at DAYLIGHT, on THURSDAY, the 19th inst.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, 17th February, 1891. [271]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "STRATHLEVEN," FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-MORROW.

All damaged Goods must be left in the Godowns where they will be examined at 11 a.m., on the 23rd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 24th inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 24th inst., or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents. Hongkong, 17th February, 1891. [271]

HONGKONG RIFLE ASSOCIATION.

THE Competition advertised to be held on Saturday next, the 21st instant, is POSTPONED until further notice.

C. VIVIAN LADDS, Hon. Secretary. Hongkong, 17th February, 1891. [65]

## NOTICE.

THE Undersigned has secured the services of an experienced PHOTOGRAPHER, and undertakes to produce First Class Photographs and the enlargement of Photos, &c. Cabinets (enamelled), &c. \$5 a dozen. Cartes de Visite, &c. \$2 a dozen.

PUN WOO, PHOTOGRAPHER, 84, Queen's Road Central, (Top Floor of Teen Sing Bookbinders), Hongkong, 17th February, 1891. [293]

VICTORIA LODGE

HONGKONG, No. 1026.

A REGULAR MEETING of the above LODGE will be held in FREEMASON'S HALL, Zealand Street, on MONDAY, the 23rd instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 17th February, 1891. [299]

## Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship "OCEANIC,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send, in their bills of Lading for Certificates, and to take immediate delivery of their Goods from Along-side the Steamer, as the discharge of the Vessel will be landed and stored in Consignees' docks and wharves.

For further particulars apply to R. FRASER SMITH, 6, Pedder's Hill, Hongkong, 16th February, 1891. [298]

## Amusements.

## HONGKONG CHORAL SOCIETY.

## "THE GONDOLIERS."

THE NEXT PERFORMANCE (Postponed from this Date)

will be given TO-MORROW,

WEDNESDAY, the 18th instant,

and Tickets booked for the 17th will be available on that Evening.

## AN EXTRA PERFORMANCE

will be given on SATURDAY, the 21st February,

for which Tickets may be had of Messrs. LANK, CRAWFORD & Co., on and after Thursday, the 19th inst.

Doors will be open as usual at 8.30 p.m.

Performance to commence at 9 o'clock p.m.

Tickets, \$2 each. Back Seats, \$1 each.

Soldiers and Sailors in uniform, to CENTS.

Special TRAM-CARS will run as follows:—

Down. Up.

Wednesday, 18 Feb. } 8.30 p.m. } 15 minutes after

Saturday, 21 " } 8.45 p.m. } and performance of "Gondoliers."

Hongkong, 14th February, 1891. [288]

THE ROYAL JAPAN TOKIO TROUPE.

WILL SHORTLY GIVE A SERIES OF HIGH CLASS

ACROBATIC AND JUGGLING PERFORMANCES,

AT BOWRINGTON.

Full Particulars will be announced in a day or two.

Hongkong, 16th February, 1891. [296]

## Intimations.

## NOTICE.

MR. KENNEDY begs to inform the Community of Hongkong that his Omnibuses have commenced to RUN DAILY, leaving the Clock Tower for the RACE-COURSE, at 5.45 a.m.

He has in all, but at present only 3 are ready—when all are ready he intends running them regularly between East and West Points, also to Quarry Bay.

The Omnibuses were built in England by one of the best builders, and are fitted with every comfort.

Hongkong, 5th February, 1891. [294]

THE HONGKONG ATHLETIC CLUB.

THE FIRST MEETING OF THE HONGKONG ATHLETIC CLUB will take place on the Race-course (by kind permission of the Stewards of the Jockey Club), on SATURDAY, the 23rd February, commencing at 1 o'clock p.m., precisely, when the following Events will be contested.

1.—120 Yards Flat Race. (Handicap).

2.—Putting the Shot.

3.—Long Jump.

4.—220 Yards Flat Race. (Handicap).

5.—Bicycle Race—Half-Mile. (Handicap).

6.—Half-Mile Flat Race. (Open to Soldiers and Police).

7.—Hurdle Race—120 Yards—10 Flights.

8.—Half-Mile Flat Race. (Handicap). Ladies' Purse.

9.—High Jump.

10.—Bicycle Race—One Mile. (Handicap).

11.—100 Yards Challenge Cup.

12.—Highland Fling. (Open to Soldiers and Police).

13.—Throwing the Cricket Ball.

14.—Mile Challenge Cup.

15.—Veterans' Race. (Competitors must be over 35 years of age and of not less than 10 years Residence in the East).

16.—Tug-of-War. (Open to all Teams).

17.—Quarter-Mile Challenge Cup.

18.—Steeple-chase—Half-Mile.

19.—Consolation Race—120 Yards.

Competitors in Events Nos. 2, 5, 12, 15, and 16 not being Members of the Club to pay an Entrance Fee of \$1 for each Event.

The above Events, with the exception of Nos. 2, 5, 12, 15, and 16, are Open only to those Gentlemen Amateurs who are Members of the Hongkong Athletic Club.

Entry Forms can be obtained from Messrs. Lane, Crawford & Co., Messrs. Kelly & Walsh, Ltd., and the Undersigned.

ENTRIES CLOSE on the 20th instant.

W. E. YOUNG, Hon. Sec. H.K.A.C. Hongkong, 7th February, 1891. [295]

J. & R. HARVEY & Co., DUNDEE, DUNDEE, GLASGOW, Established 1770.

SCOTCH WHISKIES. Finest Pure Malt Scotch Whisky. O.H.M. Old Highland Malt Whisky. F.O.S. Fine Old Scotch Whisky. V.O.S. Very Old Scotch Whisky.

MESSRS. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market of ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.

Over one million Gallons produced annually.

For Prices and Samples apply to G. RENNIE STEWART, 12, D'Almeida Street, Hongkong. Sole Agent for China and Japan. Hongkong, 28th August, 1890. [143]

FOR SALE.

THE Schooner "MONTIARA,"

Length.....75 feet.

Beam.....18 " "

Depth of hold.....11 " "

Registered tonnage.....75 tons.

(Owing to recent alterations the carrying capacity of the Montara has been increased to about 120 tons, dead weight.)

The Montara was built in Singapore, and is most solidly constructed of oak throughout, with iron-wood frames. She has recently been thoroughly overhauled under experienced European superintendence, fastened throughout with 7 inch galvanised spikes, and newly re-coppered. She is staunchly rigged with the best canvas sails. Draft of water 7 feet.

For further particulars apply to R. FRASER SMITH, 6, Pedder's Hill, Hongkong, 6th April, 1891. [297]

## Intimations.

ROBERT LANG & CO.,  
TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.  
OPPOSITE HONGKONG HOTEL.

OUR Stock of Seasonable Goods is now complete in all the newest MATERIALS, comprising a large variety of DRESS SUITING from \$30 upwards. TWEEDS for SUITS, ULSTERS and INVERNESS CAPES, CORDS and ELASTICS for RIDING and SHOOTING BREECHES and LEGGINGS. EVENING DRESS SHIRTS, COLLARS, TIES, GLOVES, SILK, LISLE THREAD and CASHMERE, SOCKS, PATENT LEATHER PUMPS and SHOES, &c., &c., &c. ROBERT LANG & Co. Hongkong, 9th January, 1891. [136]

CRUICKSHANK & CO., LD.,  
FAMILY AND DISPENSING CHEMISTS,  
AND  
Commission Agents.

ALWAYS in stock our usual well-known Brands of WINES and SPIRITS, &c. "SPECIALLY-BLENDED LIQUEUR-WHISKY." PURE PHOTOGRAPHIC CHEMICALS; SCHERING'S CELLOIDIN. In a Gelatinous form, is not dangerous and is inexpensive, dissolves quite bright, without any sediment, in Ether, and Alcohol, and gives a much more uniform result than ordinary Gun Cotton.

Our remaining stock of CHRISTMAS SWEETS, CHOCOLATES, SHORT BREAD, &c. we are selling off at reduced prices. Hongkong, 31st January, 1890. [17]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 23rd day of February next, at 12 o'clock, noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1890.

By Order of the Court of Directors, F. DE BOVIS, Acting Chief Manager. Hongkong, 5th February, 1891. [238]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from Saturday, the 14th to Saturday, the 23rd day of February current (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, F. DE BOVIS, Acting Chief Manager. Hongkong, 5th February, 1891. [239]

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## Intimations.

## BANK HOLIDAYS.

## HONGKONG RACES.

The Undermentioned BANKS will be CLOSED for the Transaction of Public Business at noon, on THURSDAY, FRIDAY and SATURDAY, the 19th, 20th and 21st inst.

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

JOHN THORBURN, Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

F. DE BOVIS, Acting Chief Manager.

For the NEW ORIENTAL BANK CORPORATION, LIMITED.

E. W. RUTTER, Manager.

For the COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.

L. GLENAT, Acting Agent.

Hongkong, 16th February, 1891. [297]

HONGKONG RACE MEETING, 1891.

TIFFIN will be served in the Hongkong Hotel Co.'s Tiffin Room on the Course, after the third Race on THURSDAY, FRIDAY and SATURDAY, of the Meeting.